



messing about in BOATS

Twice a Month!

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messing about in BOATS

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Our Next Issue...

Will feature our story on the traditional small craft meet at Mystic Seaport. Tom returns with a "Conversation with a Townie". Gary Stephens tells a hilarious tale in "Neptune's Jumpsuit". Carol deCarlo reports on a week on the Delaware River. We've accumulated six more interesting design and project reports, some of which should appear. We still plan to bring you "Easy Cruise" on the Maine coast. Three boatshop reports are in hand, several further "small adventures". And Peter Duff's schooner project series should resume.

On the Cover...

The "multi-oared" competitors in the Essex River Race sprint off the start line, an interesting match of the De La Chapelle/Higgins curragh against the Green war canoe. It was no contest, Joe Green's 14 paddle power craft set fastest time of ALL boats in the 7 mile race. Full report in this issue.

Commentary

BOB
HICKS

The Small Boat Show in mid-May at Newport was the sixth annual round and it sure has changed. This year I spent Friday only there to see what there was to see of interest to those of us who enjoy small boats as we think of them. I was all finished mid-afternoon, just a handful of small boat builders were there, most out on the floats. The current definition of "small" appears to have shifted to outboard boats, up to 28 footers at close to six figure prices. The old concept of a small boat show has been overtaken and thrust aside by the ongoing mad stampede for ever bigger bucks.

The small boat race disappeared from the show a couple of years ago, the "liability" thing apparently. Most of the small boat builders, the one-man hopefuls of the earlier years, are now long gone, too costly to be there. The larger small boat builders, firms that build small sailing boats mostly, hang in there now, swamped by the dealer displays of outboards and some production daysailers. Obviously this is where the market is, the production type of small boat. Boats you can buy for close to nothing down and only a few hundred a month for how many years?

With the Wooden Boat Show dropped entirely, and the Small Boat Show metamorphosized into something that fits the contemporary interests of the boating trade and public, apparently, I feel like my own view of small boating has become anachronistic again already in less than a decade. The introduction of both these more specialized shows in the early '80's promised maybe a growing awareness on the part of the public in the pleasures of messing about in boats. I thought so. Quite a few small boat builders did too. Now it would appear this is not the case, not enough, anyway, to support the expense of such shows in Newport. Mass marketing of mass produced boating "appliances" can carry the costs, the small collection of small boat builders cannot.

This brought home to me the fact that I am hopelessly outside of the mainstream of wherever boating is headed, caught in an eddy along with most of you who read this publication. I am quite happy to be in this "backwater" if what I see at the boat shows is the mainstream. I am happy that there are enough of you who share this preference to some degree to make this publication a reality. I am disappointed that the charms we seem to see in messing about in boats are not apparent to others, particularly to

new people coming into boating as recreation. The sort of thing I saw at the Small Boat Show as a first exposure to what boating can be is, to me, sort of sad, for it's the usual hustle about getting into a game at a "prestige" level with an instant image as a "boater" and instant gratification from the initial boating experience, the "turn the key and go for it" approach.

I know there's nothing to be done about this, I long ago gave up any attempts at proselytizing on behalf of messing about in boats. Only when someone approaches me about "my way" do I try to tell them what it is to me. If there were people who went to the Small Boat Show to find out about the way we tend to mess about in boats, there were fortunately enough small boats and their builders there to give them a glimmer of the possibilities. Once one got past the great wall of supersonic gofast platforms for big motors, some gems could still be discovered. Not nearly enough of them, but some, anyway.

So my coverage of the show in this issue focusses on these gems, some very nice small boats and the interesting, innovative and pleasant people who have designed and built them, or decided to market them, and were there in an attempt to introduce their creations to some potential buyers/users. While I realize it's not good "marketing" technique, it was often hard to determine just who was the man at some of these displays, these builders aren't exactly aggressive in their approach to prospects. If you didn't already know who the man (or woman in several cases now) was, you had to hang about a bit and try to find out, as sometimes they didn't even have the little name tag stuck on their shirt pockets.

Once you met, it was a pleasure to talk with the person who had made this boat a reality. This was real stuff. Conversely, walking by the ranks of consumer boats I would easily spot who the man was. He was the guy sitting or standing there with the big expectant smile upon his face, often even reaching out as I'd pass by to lure me into his display. A fat spider would come to my mind, sitting at the corner of the web awaiting that first tug on a strand that signalled another victim. The only connection between this man and the appliance he was offering was the potential commission he stood to gain from a successful transaction. Right in the midst of the mainstream.



Your Commentary



SURPRISED BY "PAULINE"

I was quite surprised to see the article on the "Pauline" in the May 15th issue. I have sailed with Ken Barnes on "Stephen Taber" since 1983. I've gradually worked my way up from "passenger" to deck officer. Last year it was quite a thrill to bring the schooner through the Fox Island Thorofare.

This spring we went to Rockland for the launching of the "Pauline". She's quite pretty for a "stinkpotter".

Edward Aho, S. Berwick, ME.

OF GENERAL INTEREST

I think most of the articles you publish are of general interest, even those about cruising Cape Cod Bay. The notes from and about the boat builders are really great, giving exposure to builders most of us would never know about. What always gets me going on my annual renewal is the realization that soon I'm not going to get the next issue with all those good stories, and the bargains in the classified ads. They ads have worked for me, sold my sailing Old Town canoe to another reader in Maryland.

Stephen Poe, Edgewater, MD.

ENGAGING & FUN

"Messing About in Boats" continues to be engaging and fun. I always enjoy receiving it. I've decided it is the "best buy" among boating magazines for me and is, therefore, the only one I subscribe to anymore.

Tom Ardito, Guilford, CT.

APPRECIATES VARIETY

I want you to know how much I appreciate "Messing About in Boats". As an avid sea kayaker and white water boater, I find the many and varied articles fascinating. I also love those classified ads!

Dave Leitch, Pawcatuck, CT.

HOW ABOUT?

How about more articles on amateur building like that three or four issue series on building "Diablo"? Construction details, photos, encouragement..

Richard Nehring, Pentwater, MI.

EDITOR'S NOTE: When we gets 'em we prints 'em!

THE PERFECT TENDER & OTHER BOATS

I've been enjoying "Messing About in Boats", courtesy of my good pal Bill Bailey of Kittery Point. Bill has built two boats for me, a wonderful sailing peapod that I use all over the northeast, and an even more wonderful boat we call "The Expedition Boat". This one is a one-off 16' WEST process cross between a Grand Stream canoe and a squaretail. She weighs in at 125#, just right for fishing lakes and rivers and the Piscataqua River here in Portsmouth.

This winter Bill and I plan on building the perfect tender for my sailboat. Just what she'll be is a mystery at this point, but that is part of the fun of small boats. You can build them to suit yourself. We're presently debating the merits of a flat-bottomed "Asa Thompson" type skiff versus another Bill Bailey special. Whatever we come up with will be fun and, due to Bill's talents, I know she'll be a beauty. I'll document her progress, including photos, for an article this coming winter.

I think I caught the boating bug from my Uncle Minot. Both he and Bill grew up in Fairhaven, Massachusetts just up Fort St. from Pierce & Kilbourne and the Casey yard. Maybe that's how they learned their craftsmanship.

Andy Bangs, Dover, NH.

MAINE SHARPIE UNDERWAY

Thanks again for another great year with "Messing About in Boats". My current project, Doug Alvord's 12'8" Maine Sharpie, is underway in my shop, and I'll keep you posted on progress.

John Nowicki, Rochester, NY



WHERE'S THE JUNE 15TH ISSUE

Most of you probably wondered where your June 15th issue was as mid-month came and went, and some of you called us on it. Well, I was very late getting it out. But it did go out, by now of course you've received it. July 1st was not quite as late and I'm hoping this July 15th issue is pretty much back on schedule. If you wonder about somehow missing an issue, I suggest you wait until the NEXT issue arrives. Then you can be sure you've missed out, let me know, I'll send you a replacement.

TERMINOLOGY DECLINE

I have a complaint about modern day boating periodicals and the how they have hastened the deterioration in the correct useage of our nautical terminology by its replacement with contemporary words or phrases, or just plain incorrect ones. To wit, "Run a tight ship", was originally, "Run a TAUT ship", in reference to standing rigging. Oh, well.

Bill Welte, Gales Ferry, CT

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HAPPENINGS

COAST GUARD BICENTENNIAL

On August 4th the kickoff of the U.S. Coast Guard Bi-Centennial celebration takes place at the Custom House Maritime Museum in Newburyport, Massachusetts, birthplace of the Coast Guard. Featured exhibits at the Museum are "The Constant Watch, Newburyport and the Coast Guard"; World War II & Viet Nam, the Coast Guard's Role"; and "Lighthouses, an Exhibit of Photographs". During the first week of August, ongoing activities are planned: A visit by the USCGC "Cape Higgon"; a Coast Guard picnic; a flag and awards ceremony; a Coast Guard pulling boat race on the Merrimack River; open house at the Merrimack River Coast Guard Station; a Bicentennial plaque presentation; re-dedication of the Revenue Cutter Monument; a Coast Guard Band concert; a memorial service; and special Coast Guard units marching in the annual Yankee Homecoming Parade. Information, Custom House Museum, 25 Water St. Newburyport, MA 01950, (508) 462-8681.

MIGHTY MERRIMACK RIVER DORY RACE

The Custom House Museum of Newburyport, Massachusetts, hosts the 3.5 mile Mighty Merrimack River Dory Race this year on August 5th in conjunction with the U.S. Coast Guard Bicentennial celebration there. Information from Cmdr. Janse at (508) 465-0731

SUMMER AT CLAYTON

The Shipyard Museum at Clayton, NY, has the following summer events scheduled.

July 22-23. Small Craft Celebration, workshops, demonstrations, on-the-water boating.

August 1-3. Richardson Boat Owners' National Rendezvous.

August 4. Antique Boating Forum, historical lectures.

August 5-6. 25th Annual Antique Boat Show, biggest event of the year displaying many classic antique boats.

August 5. Annual Wooden Boat Auction.

August 12-20. Simon Watts Boat Building Class.

August 26-27. 7th Annual Model Boat Exhibition & RC Regatta.

Information, Shipyard Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.

SCALE MODEL BOATING

The Minuteman Model Yacht Club will host its First Annual MMYC Picnic on August 20th at Rocky Woods. Joe Perez, (617) 522-4981.

HERRESHOFF MUSEUM DEDICATION

The new Isaac B. Merriman Building is to be dedicated at the Herreshoff Marine Museum in Bristol, Rhode Island, on July 29th, with a Herreshoff 12-1/2 footer symposium the following day celebrating the 75th anniversary of the designing of the classic craft. Michael Pesare, Herreshoff Marine Museum, (401) 253-5000.

ANTIQUE & CLASSIC RENDEZVOUS

Mystic Seaport Museum hosts its annual gathering of antique and classic boats, power and sail, on July 29th, featuring a downriver parade led by the Museum's steamboat. Mystic Seaport Museum, (203) 572-0711.

NOANK WOODEN BOAT ASSOCIATION

The 1989 season of racing events organized by the Noank Wooden Boat Association begins July 22nd, with events scheduled thereafter on August 12th, September 23rd and October 14th. Additionally, they will help organize the Race Rock Regatta with the Wooden Boat Guild for October 7th and 8th. For details, David Pugh, Noank Wooden Boat Association, P.O. Box 506, Noank, CT 06340.

BOSTON IN-WATER BOAT SHOW

The Boston In-Water Boat Show is scheduled for August 24-27 at the World Trade Center at the old Commonwealth Pier, boats in the water and ashore, large indoor exhibit area too. Boston In-Water Boat Show, P.O. Box 4997, Annapolis, MD 21403, (301) 268-8828.

DIAMOND JUBILEE CRUISE

The 75th birthday of the "Katahdin", once "queen of the Moosehead Lake steamer fleet", will be celebrated with a birthday buffet cruise on August 19th, featuring the Mercer Bog String Band. "Katahdin" is now the oldest working steel hulled vessel built by Bath Iron Works. She belongs to the Moosehead Marine Museum in Greenville. This Diamond Jubilee Cruise kicks off a major capital fund raising campaign to construct a permanent maintenance facility for the 75 year old "last of the Moosehead steamboats". Moosehead Marine Museum, P.O. Box 1151, Greenville, ME 04441, (207) 695-2716.

SEA KAYAK SYMPOSIUM

L.L. Bean's Atlantic Coast Sea Kayak Symposium is on again at the Maine Maritime Academy in Castine, Maine, over the weekend of August 4th-6th. By now anyone interested should have been registered, but possibly openings may occur. Mike Perry, L.L. Bean, (800) 341-4341, ext. 7800.

VIKING ROWING OUTINGS

August outings for the Cape Cod Vikings Rowing Club are as follows.

August 5. Hyannis/Great Island backside.

August 19. Washburn Island.

Traditional oar-on-gunwale rowing craft are invited. Mike Orbe, 992 Bumps River Rd., Centerville, MA 02632, (508) 420-5487.

SHORT SHIPS RACES

Bill Gribbel of Rockport, Maine, will again host his "Short Ships" rowing races on August 27th, starting at 8 a.m. at the Rockport Marina. One short 1-1/2 mile event and a long 8 mile race are scheduled. Chicken roast after at Beauchamp Point. Bill Gribbel, Box 45, Rockport, ME 04856, (207) 236-3241.

MINNETONKA ANTIQUE BOAT MEET

For our growing number of midwestern readers, the Land O' Lakes Chapter of the Antique and Classic Boat Society hosts its 14th Annual Lake Minnetonka Antique & Classic Boat Rendezvous on August 19-20 on Lake Minnetonka, Minnesota. Land O' Lakes Chapter, ACBS, P.O. Box 253, Mound, MN 55364, Nancy Nordstrom, (612) 472-7234.

NISSEQUOGUE RIVER CANOE CLUB OUTINGS

The Nissequogue River Canoe Club of Kings Park, New York, has two outings scheduled for August.

August 6. Carman's River on Long Island. Ginger Lent, (516) 957-0608.

August 17-18. Delaware River, Narrowsburg to Pond Eddy. Dorothy Reinhard, (516) 364-0325.

CANOE/KAYAK CLINIC

The Rhode Island Canoe Association, Baer's River Workshop and Ocean State Paddling will co-host a canoe and kayak clinic on July 29th on the Wood River at Wyoming Dam in Wyoming, Rhode Island. Tryouts of canoes and kayaks and paddling instruction will be offered. Joe or Donna Baer, (401) 539-7695.

MCKK CANOE PADDLING

The Metropolitan Canoe and Kayak Club of Brooklyn, NY has the following outings planned for August.

August 5-6. Camping, canoeing, kayaking. Judie Stark, (201) 377-9124.

August 12. Open House at Lake Sebago. Al Musial, (212) 313-2064.

August 16, 19, 26-27. Fundamentals of Canoeing Course, Brooklyn and Lake Sebago. Eric Klein, (718) 871-2440.

August 19. Delaware, Mongaup Wave. Andy Laiosa, (212) 798-5442.

August 23-28. Five-day release on Ocoee River, KY. Eric Klein, (718) 871-2440.

RICIA PADDLING

The Rhode Island Canoe Association has a paddling trip to N. Prudence Island in Narragansett Bay, starting from Colt Park, on August 19th. Dick Greene, (401) 421-4248.

CCRA RACING

The Connecticut Canoe Racing Association has the following events scheduled for August.

August 16. Sunset Canoe Race, Bolton Lake, Bolton, CT. Ted Kenyon, (203) 872-0219.

August 20. Clinton Bluefish Race, 10 mile tidal river, Clinton, CT. Earle Roberts, (203) 346-0068.

CANOE SAILING

The A.C.A. canoe sailors of New England will host the National Championships for Class C sailing canoes on August 25-27 at Camp Winoona on Moose Pond in Bridgeton, Maine. Jim Bowman, 14 Bayberry Ln., Exeter, NH 03833, (603) 772-2306.

WOODEN BOAT SCHOOL

Classes scheduled for August at the Wooden Boat School in Brooklin, Maine, are the following.

July 30-August 5. Fundamentals of Boatbuilding with Warren Barker.

July 30-August 5. Instant Boats with Dynamite Payson.

July 30-August 5. Elements of Seamanship with John Blatchford.

July 30-August 12. Building the Friendship Sloop with Gordon Swift.

August 6-12. Fundamentals of Boatbuilding with Warren Barker.

August 6-12. Marine Surveying with Sam Slaymaker.

August 6-19. Constant Camber Boatbuilding with Jim Brown and John Marples.

August 13-19. Building Your Own DK-14 Kayak with Rich Hilsinger.

August 13-19. Building Half Models with Eric Dow.

August 13-19. Piloting with John Blatchford.

August 20-26. Marine Mechanics with Bill Allard and Bob Chest-er.

August 20-26. Wooden Boat Engineering with Ed McClave.

August 20-26. Elements of Seamanship with John Blatchford.

August 20-September 2. Fundamentals of Boatbuilding with Eric Dow.

August 27-September 2. Building the Nutshell Pram Kit with Rich Hilsinger.

August 27-September 2. Canoe Repair & Restoration with Rollin Thurlow.

August 27-September 2. Marine Photography with Kip Brundage.

Illustrated detailed brochure from Wooden Boat School, P.O. Box 78, Brooklin, ME 04616, (207) 359-4651.

SUMMER ROCKPORT

WORKSHOPS

AT

The Rockport Apprenticeship of Rockport, Maine, has the following workshops scheduled this summer.

July 29. Hardening & Tempering Tool Steels with Bud Oggier.

July 31-August 11. Build Your Own Norwegian Pram with Bruce MacKenzie.

July 31-August 4. Traditional Decorative Marine Carving with Jay Hanna.

August 7-11. Boatbuilding for Women with Lucy McCarthy.

August 7-11. Boats in Different Mediums with Buck Smith.

August 28-31. Sensing the Sea, an Expedition with Capt. Bill Zuber on "Gladiator, a 33' Friendship sloop.

Two programs are scheduled specifically for children

July 31-August 4. An Introduction to Woodworking with Joe Barry.

August 7-11. Little Boats that Float with Ce Foster.

Detailed brochure from Rockport Apprenticeship, P.O. Box 539, Rockport, ME 04856, (207) 236-6071.

FRIENDS OF NOBSKA

The non-profit steamship preservation group, Friends of "Nobska", with their historic old steamship now safely home in New Bedford, Massachusetts, is engaged in ongoing preservation and restoration work on the ship to make her ready for public visiting. This summer, in addition to topsides work on the steel superstructure, wheelhouse and deckhouse, they plan to set up full electrical operation of the ship's unique four-cylinder triple-expansion steam engine. The Friends are looking for more "friends" to join in the long-range program of restoring "Nobska" to full steam-powered operation on the waters of Buzzards Bay. Information from Robert Cleasby, (401) 434-6274 (office), (401) 467-4007 (home).

NEW REVITALIZED ROW AROUND HULL

On July 16th the Hull Lifesaving Museum will sponsor a 2-1/2 mile race around Hull, Massachusetts for rowing and paddling craft of all types, in conjunction with Hull Heritage Days and the U.S. Coast Guard Bicentennial celebration. Hull Lifesaving Museum, (617) 925-5433.

Inaugural Essex River Race

Very early on Mother's Day morning, May 14th, 65 rowers and paddlers gathered in Essex, Massachusetts for the 7 a.m. start of the Cape Ann Rowing Club's First Essex River Row, a 7 mile race for rowers and paddlers down the serpentine tidal Essex River through the Narrows at Conomo Point, around Cross and Dilly Islands in Essex Bay, and back. The early start was dictated by the tide.

Largely organized by Cape Ann Rowing Club member Glenn Towne, who is an Essex "townie", the event's success owed much to the enthusiastic support of local businesses; Cape Ann Small Craft, Essex Liquor Store, Essex Realty Group, Max Callahan's Restaurant, Sandbar Pizza Shop, Ship Ahoy Restaurant, Tom Shea's Restaurant, Village Bakery, and Woodman's Restaurant.

A thick fog hung over the marshes as the 33 boats of all shapes and sizes were launched and started off in classes. The most unusual, and ultimately fastest, entrant was Joe Green's war canoe paddled by 14 family members and friends. This team effort edged out kayaker Bill Reagon by just one second in the nearly one-hour race!

A post race brunch of Woodman's famous chowder was enjoyed on the porch of Max Callahan's Restaurant while medals and merchandise prizes were awarded. Joe Green & Crew won the multi-oar (paddles qualified) in 57:27; Bill Reagon topped the kayaks in 57:28; George Fielding Esty was best Alden single in 58:55; Steve Goodick topped the "other" sliding seat singles in 59:01; Eric Towne topped the canoes in 67:18 and Dan O'Reilly was best in fixed seat rowing in 70:31.

Readers interested in knowing more about the Cape Ann Rowing Club and its successful events (the 20 mile Blackburn Challenge rowing race around Cape Ann is on for July 29th) can call John Spencer at (508) 546-9022 or write Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930.

Report by John Spencer
Photos by Nancy Lubas.

Left from the top: The fleet gathers and readies itself for the early 7 a.m. start. The kayak class gets away, in the foreground is race organizer Glenn Towne.





Smith River Race

A record turnout of 203 canoes entered the 15th Annual Smith River Canoe Race in Wolfeboro, New Hampshire, in late May. This year's event was dedicated to the memory of one of the founders, Barry Lougee, who participated in all 14 prior events. A special award has been established by the Lions Club, which has taken over the sponsorship, to recognize contributions to the success of the annual event. The first recipient was Marge Brunt of Wolfeboro. Marge was another of the original founders and until last year handled the registration chores. The Lions Club was particularly indebted to Marge for her help and knowledge as they undertook this new-to-them task. "Marge has worked tirelessly on

the race and has been willing to share her knowledge and explain to us what had to be done," said Roger Murray, now chairman of the race committee.

Amongst all the many classes, the largest turnouts were 42 in the Men's Conventional Class and 32 in the Novice Class. Fastest finishers were Stan Kissel of Wolfeboro and Peter McAllister of Belgrade Lakes, Mainé, in the OC2 Long Class at 23:37. Regular readers will be interested to note that rowing racers Dan O'Reilly and Mel Ross, seen in Dan's Piscataqua River Wherry at many rowing events, won the OC2 Old Timers Class in 29:59 in Dan's canoe.

Report from the "Granite State News", courtesy of Dave Doane.

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CANOE EXPO AT WYOMING ON THE WOOD RIVER

There was a lot of messing around in boats at Wyoming Dam on the Wood River in Wyoming, Rhode Island, on June 17th when about 300 paddlers gathered at a canoe and kayak clinic sponsored by the Rhode Island Canoe Association, Baer's River Workshop and Ocean State Paddling. It was part of "Paddle America Week" promoted by the North American Paddlesports Association.

A number of canoes and kayaks were available for tryouts and John Renner of Curtis Canoe demonstrated his boats. The 89 year old grandmother of Bob Sand, chairman of the RICA sea kayaking chapter, was the eldest participant (she went for a ride), while a 4 year old boy accompanying his parents was the youngest.

Representatives for the Wood-Pawcatuck Watershed Association presented the case for preserving and improving the quality of the waters on these Rhode Island Rivers.

Another clinic is scheduled for July 29th, for details call Joe or Donna Baer at (401) 539-7695.

Reported by Baer's River Workshop.

WESTPORT RIVER RACE

A first effort at organizing a kayak race (tidal flatwater) on the Westport River in Westport, Massachusetts on June 10th was seriously impacted by the week-long torrential rains and the bleak forecast for race day. As a result, just four paddlers turned out for the event, which was part of River Day, an annual event sponsored by the Westport River Watershed Alliance and the Lloyd Center for Environmental Studies.

So Kevin O'Brien and Harry White in touring kayaks and Randy White and John Thornton in racing kayaks did the 8 mile course through marsh and around islands up the east branch to Hix Bridge and return. Racer Randy finished in 1:46, tourer Harry wrapped it up in 2:16.

Readers in the area interested in the Westport River Watershed Alliance efforts at river restoration and preservation can learn more from the WRWA, P.O. Box 3103, Westport, MA 02790, (508) 636-3016.



THE ANNUAL CIRCUMNAVIGATION OF PETTY'S ISLAND BY HUMAN-POWERED CRAFT

The Eighth Annual Circumnavigation of Petty's Island took place on May 20th on the Delaware River between Camden, New Jersey and Philadelphia, Pennsylvania. Twenty-six boats stretched across the starting line on the back channel to tackle a course taking them out into the river on the tide and then behind the island against the tide to the finish line. The start was at 1:15 p.m. at high tide. The "local knowledge" strategy is to keep in the deep water with the tide and hug the shore against it.

Fastest finisher was Carmen Anastase in a Little River Sea Shell in 42:00. Damon May's sea kayak topped that class in 42:57;

the Annapolis Crew #1 in a 25' curragh finished in 43:18; fixed seat multi-oared winners were Eshu Ryan and Sean Taylor in one of Jim Thayer's Whitehalls in 46:28; Tony Tereszczuk topped the fixed seat solos in his 16' Shearwater in 53:43; and best canoe was John Jussbaumer in a 16 footer in 54:16.

Organizers were the Traditional Small Craft Association of the Philadelphia Maritime Museum. Readers interested in this group can contact the TSCA, Philadelphia Maritime Museum, 321 Chestnut St., Philadelphia, PA 19106, or call Tony Tereszczuk at (215) 722-3245 or Rod Sadler at (609) 966-1352.

Report from Tony Tereszczuk

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Merrimack River Source-to-the-Sea Canoe Trip

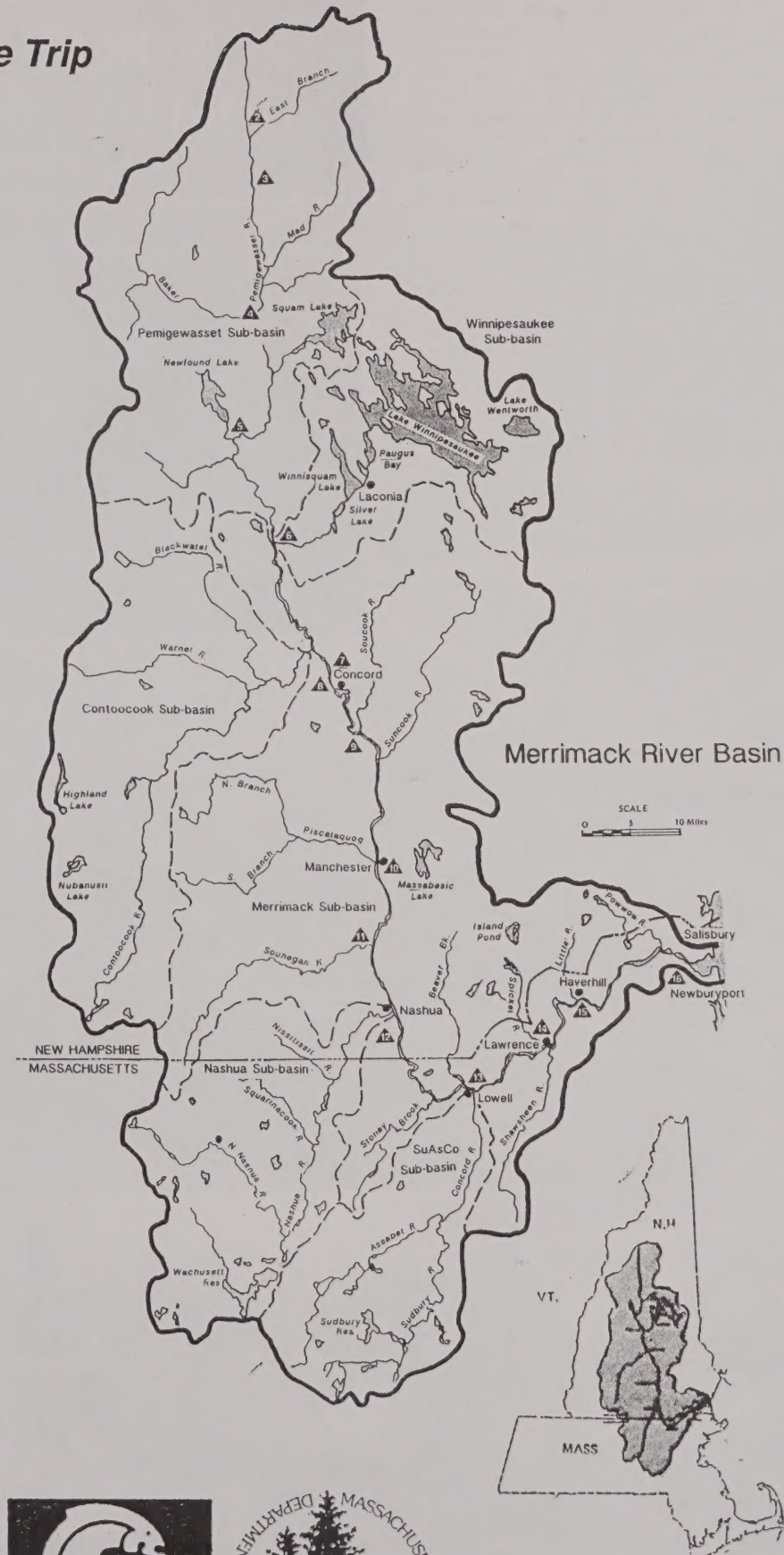
Five hardy canoers braved rain and 10 to 20 knot winds on June 16th to complete their 185 mile journey down the Merrimack River from its source at Profile Lake in New Hampshire's White Mountains to the sea at Salisbury Beach, Massachusetts. They were joined on this final day by about 15 other "day trippers", and the conclusion of the odyssey was celebrated at Salisbury Beach State Park with about 50 other guests and several state officials.

Peter Lavigne, the executive director of the major sponsor, the Merrimack River Watershed Council, said the trip was successful in calling public attention to the diversity of the natural resources of the river's watershed and to the problems remaining in protecting those resources. Thirty-six separate public events were part of the 16 day trip. Over 130 people joined the trip at times, including New Hampshire Governor Judd Gregg, New Hampshire Attorney General John Arnold and Massachusetts Secretary of Environmental Affairs John DeVillars. Co-sponsors of the trip included the Massachusetts Department of Environmental Management, the Toad Hall Bookstore of Rockport, Massachusetts, and twenty other agencies and organizations.

Richard Thibedeau, Director of the DEM's Division of Water Resources, commented on his participation on the Massachusetts portion of the river that he had realized a new perspective, "the most sticking image is the long stretches of natural landscape that still exist along the river, portions between the cities of Lowell and Lawrence could be in rural Maine." Thibedeau found this encouraged a viewpoint of preserving natural flood hazard areas in natural states.

Doug Whitbeck from Amherst, New Hampshire, was one of the core group of five who completed the entire trip. He said he had been impressed by the efforts of so many to restore and preserve this great river, while noting how much remained to be done. Linda Berard completed the trip with her father John Bennett, a retired Gloucester boatbuilder. She remarked, "the trip has been a fantastic personal opportunity to see, enjoy and learn about a river. Being out on moving water on any river has a restorative effect, satisfies a craving, fulfills a need. I doubt I'm unique in this. I think we all need rivers and this need goes beyond their use as drinking water."

Anyone interested in the work of the Merrimack River Watershed Council can learn more from the MRWC, 694 Main St., W. Newbury, MA 01985, (508) 363-5777.



Essex County Ecology
Center/Toad Hall
Bookstore

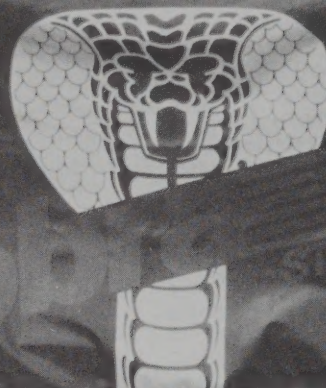
It wasn't the same anymore. The Small Boat Show at Newport in mid-May has just about completely gone over to what I call "consumer boats", the majority of these being outboard powered platforms, with minority presences of some production daysailers and an assortment of weird little boats conceived of as some sort of swimming pool toys enlarged a little to make them at home on "river, lake or the sea". But amongst the array of such stuff I found a few interesting boats with their builders, and even a couple of the further-out "weird" boats were good for a laugh. Here-with a pictorial ramble around the show taking note of some of the more interesting boats and people.

Report & Photos by Bob Hicks

And that's the way it was...

NORTH AMERICAN SMALL BOAT SHOW MAY 19-21, 1989

PERFORMANCE STRIKES, AND NOTHING ELSE CAN TOUCH IT.



NORTH RIVER BOATS. Howie Mittleman used to bring a boat to the shows years ago on the roof of an old compact sedan, a struggling builder of nice wooden boats. Now with several partners, he is busy still building nice traditional wooden boats to order, and had a much more elaborate display featuring the North River Skiff and Dan Sutherland's Rushton pulling boat. Friend Dave Kavner always joins them with his beautifully made canoe paddles. The carved wooden sign and decorated wooden sea chest complement this overall image. Real wood! But they're not solemn about their responsibility to present small wooden boats. They take their building very seriously, you can tell by looking at the workmanship. But, they also know how to enjoy the life they lead, high spirits seem to be the rule. North River Boatworks, 6 Elm St. Albany., NY 12202, (518) 434-4414. Pisces Paddles, RD 1 Box 151A, Athens, NY 12015.

TRADITIONAL WOODEN CRAFT. Paul White was back this year with his cold molded tenders, all the way from Canandaigua, New York. Last year he made a sale at the show, so why not try again. It's a part time business for Paul and he seems to find buyers for each of the 10', 72 pound classic Lawleys he builds. He also had displayed an 11' Thompson Skiff, hard chine type, that weighed about 80 pounds. Traditional Wooden Craft, 5794 Clover Meadow Dr., Canandaigua, NY 14424 (716) 398-2088.

DRAGONWORKS. Ed Friedman had his imported Islander sea kayaks available for tryouts, along with the little 8' plastic Minnow mini-kayak. The Islander is a tight fitting British kayak with a difference. Despite its sporty design, this kayak has a fairly flat bottom amidships right under the cockpit, giving it a remarkably stable feel. Awfully well made kayak too, with nice attention to detail. Ed imports them directly from Great Britain. Ed told me his sea kayak business this spring was strong while his white-water market, normally busiest in spring, was dead this year. Interesting. Dragonworks, RFD 1 Box 31AA, Bowdoinham, ME 04008, (207) 666-8481.



WATER POWER PRODUCTS. Keith Merrill soldiers on making and marketing his broad line of wooden oars and paddles from his shop in Nova Scotia. Keith's a regular around New England at the boat shows and is doing okay despite the complications of an international boundary between him and his main market. His oars and paddles are all very serviceable looking products, nicely made but not of the fine furniture genre. And his down-to-earth prices reflect this. Keith went over to Brittany last summer with the Atlantic Challenge crew and spent a good deal of time while there finishing off some light racing sweeps for the "Liberte" and "Egalite". He's an involved guy. Water Power Products, RRI, LaHave, Lunenburg County, NS, Canada B0R 1C0, (902) 688-2351.



WENAUMET KITTEN. The Bigelow family of Monument Beach on Cape Cod were back with another of their "Wenauemet Kitten" catboats, this one all finished bright on topsides and deck. It sure is a pretty little boat, 13-1/2' LOA. We've mentioned before that this catboat goes back to 1899 when the great-grandfather of the youngest present generation of the family active in the business designed it for local yacht club racing. Today the Bigelows build two or three a year while also maintaining the surviving fleet still being raced in their area. R. Bigelow & Co., 140 MacArthur Blvd., Monument Beach, MA 02532, (508) 759-5531.





SEALIGHT BOATS. Steve Wilce was back again this year all the way from California with his really unique sailboats and tenders made up of his "Sealight" plastic sandwich panels. Steve had a whole notebook full of his latest design ideas, he sits down and draws up everything that comes into his head, and not on a computer either, he emphasized to me. Steve has a long list of designs intended to use his "Sealight" panels, many he's built, many he's yet to get an order for. His latest one, "Heron" is the subject of another article in this issue. Any boat that can be built of plywood sheet lends itself to the "Sealight" system and a much lighter rigid craft is the result. Catalog \$3 from Stephen Wilce Boats, P.O. Box 962, Winters, CA 95694, (916) 795-4816.

GATE CRASHER. Well, not quite. Platt Monfort was seen sailing his new 13' geodesic "Blivet" speedster outside the show docks mixing in with various of the show exhibitors out there with their boats. Platt couldn't afford the show but he could afford the time, and the harbor adjacent is public, so why not? At various times he had different folks on board so he was picking them up someplace. Monfort Associates, RFD 2 Box 416, Wiscasset, ME 04578.



MELON SEEDS AND BATH-TUBS. Roger Crawford had several of his new "Melon Seed" sailing skiffs at the show, production models this year, beautifully made fiberglass reproductions of the classic design. Most of his demo sailing this year was in this new craft, his more sedate Swampscott dories at resting at dockside. At his landside space rested a white and pastel blue fiberglass bathtub, fitted out with oarlocks, oars and a hand crank operated outboard propeller. Roger built it from an old tub as a plug, trimming off the feet of course. He said it was intended to be a statement about what he had been noticing turning up in the small boat world these days. Right on. Roger Crawford Boat-building, P.O. Box 430, Humarock, MA 02047, (617) 837-3666.



MYSTIC RIVER BOATHOUSE. Dana Avery had an impressive array of rowing craft in his exhibit, he operates Mystic River Boathouse in Noank, Connecticut, specializing in rowing craft. In addition to the traditional style Rob Lincoln "Little Rangeley" he also had serious level racing shells, and some fairly advanced recreational shells not too far from being racing shells. Dana said that some new people seem to be able to step right into these advanced shells and go rowing without a whole lot of difficulty. He shared some space with Jan Zeller of Annapolis, who had

brought along a little pram planked entirely in lexan clear plastic. Not just glass bottomed, but glass sided as well. No specs yet on this one, it was something of a feeler effort to assay potential interest in such a notion. Might be kinda hard to pay attention to where one was rowing while studying what was passing beneath. Mystic River Boathouse, 55 Spicer Ave. Noank, CT 06340, (203) 536-6930.

ADIRONDACK "GOODBOAT". Mason Smith had his Adirondack "Goodboat" on a shore space, one end up on a horse, with his own

personal "knobby" mast rigged. Mason cut and peeled a sapling about 3" max diameter for this spar; in the ultra smooth, bright finished hull interior, it looked weird indeed. Of course, he sells the boats with a regular straight stick, but Mason does have his fun doing these boats. The hull is made up of "constant camber curved sections molded in matched platens, and Mason says he's virtually eliminated the follow-up sanding and fairing work usually needed on cold molded hulls since he went to this system. AGB, North Point Rd., Long Lake, NY 12847, (518) 624-6398.

SCHOONER RACING ANYONE? There was this 8' long full rigged schooner model cruising around the docks and outside in the harbor, I finally tracked down the man with the radio transmitter. It's not easy to find the "guiding hand" behind an RC model in such surroundings. Floyd Marsden was up from Texas exhibiting an electric powered "pique". Floyd had three other schooners on the dock, big, rugged, nicely detailed models. It seems he rents himself out with these for parties and special events. Yes indeed, schooner racing at your next party. Does he really turn the boats loose in the hands of the party goers? Yes, he said I'd be surprised how quickly people catch on to controlling a model boat under sail. I would be. You can reach Floyd back in Texas I guess at (800) 548-2564.

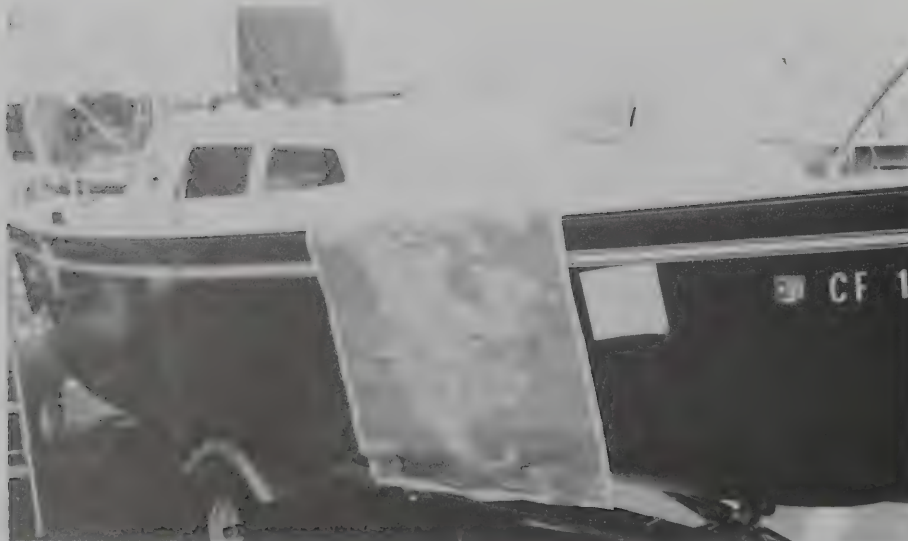




AND THAT PIROGUE? The "Feather" is a 12' plastic craft that looks something like a short stubby double kayak, within which is built an electric motor and batteries. The idea is quiet, non-polluting power boating for fishing or just cruising about. Just "flip a switch". Floyd Marsden and Della Jordan run the Barefoot Electric Boat Company, 1013 E. Commerce, Gladewater, TX 75647, (800) 548-2564.

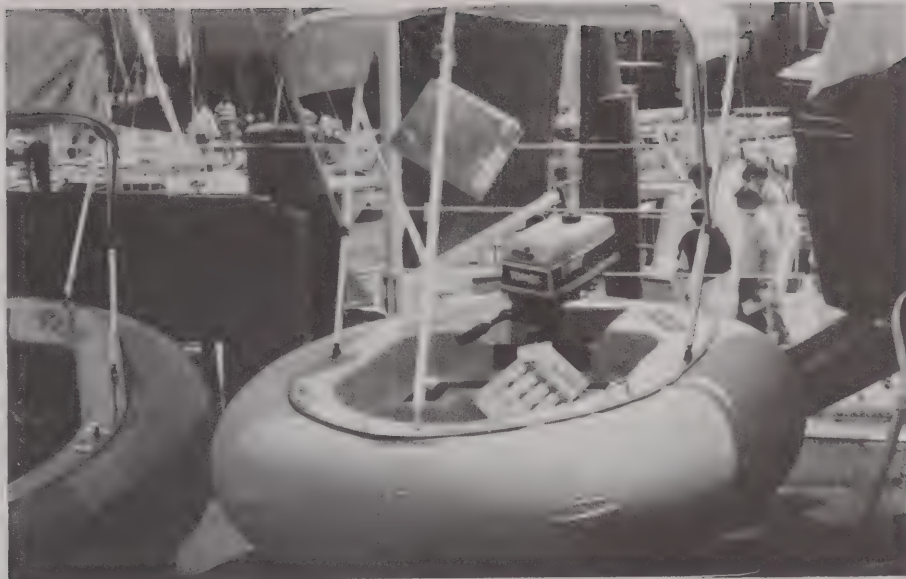


SLIDING SEAT SHELL KITS. "Small Boat Journal" was conducting a smaller scale "sea trials" effort at this year's show, testing three sliding seat recreational shell kits, all they could come up with apparently. They had arranged to have the kits built by professional builders to get the construction input, and former editor Tom Baker was out on the water doing evaluations. Ken Steinmetz had built the Wayland Marine Sprite in his usual immaculate fashion, it was easily the class of the field in my view. Rob Barker of South Cove Boats had built a Glen L kit. And the third was a Martin Marine kit. You'll have to read SBJ sometime in the future to find out their opinions. The kits can be obtained from the following firms. Wayland Marine, 8686 W. 68th, Denver, CO 80004-3206, (303) 753-2950. Glen L Marine, Box 1804, Bellflower, CA 90706. Martin Marine, Box 251, Kittery Point, ME 03905, (207) 439-1507.



NORTH AMERICAN CIRCUM-NAVIGATION. There was this stock 15' West Wight Potter sailboat on a trailer with one of those "National Geographic" maps of North America taped to its topsides. On this a pencil line was drawn that traced the coastline pretty tightly from New York all the way around the continent, via the Panama Canal and the northwest passage. Another paper taped alongside announced that the owner would soon embark on a circumnavigation of the entire North American continent in this tiny craft. I would have enjoyed learning more from this adventurer but he was not around when I dropped by on several occasions. I did hope he had more detailed charts with him when he headed out.

"TOOBY. I think this was the name of this craft, even the classic old inner tube now has acquired outboard power. The tube is a fabric covered inflatable of oval shape, within which a fiberglass platform rests, supporting the awning, the outboard and a couple of "TOOBERS" (that must be what you are called if you cruise in one of these). Nobody was around and the only literature was for the Tomos outboard, so I cannot give you reference for further information.



WINDRAFTING. For those of us unable or unwilling to master the sailing sport of windsurfing, something called a "Windraft" is offered by the Windraft Corporation. Sort of a wide and deep unsinkable foam filled sailboard, it is sailed from a prone position, no more of that tipping over so familiar to the novice trying to learn to windsurf. What caught my eye was the shapely mannekin prone on the display model, upholstered she was in black fuzzy fabric. Nobody was around here either (Friday at the show is a slow day) but I did get a brochure. You can get one from Windraft Corp., 5 Homewood Rd., Hartsdale, NY 10530.



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My "Heron" Sharpie

Heron's hull is very like that of a traditional sharpie of the beamier sort, except that the run has been flattened somewhat to support a transom-mounted outboard. The boat in the photo has some weight there indeed, an 85 pound, 8hp, 4-cycle Honda. This admirably quiet and non-smoking motor has considerably more power than Heron needs, but owners Bill and Rachel Bates like to mess around with electronic stuff as well as boats and they liked this motor's 80 watt charging circuit. Their boat is equipped with running lights, VHF, FM radio/tape deck and depth sounder. The weight of an 80 amp-hour battery in the starboard hold offsets the port mounted motor for even trim on the roll axis, but as the sailing photo shows, with two in the cockpit and the hold empty, she's pitched down by the stern.

After the test sail, we added 150 pounds of inside trim ballast 7'

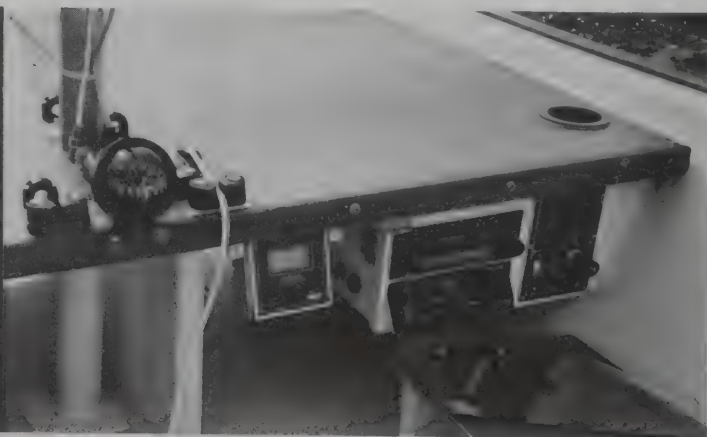
aft of the bow, which brings the total weight, including motor and battery, to 750 pounds, about right for San Francisco weather. The Seelight thermoplastic sandwich construction produces a boat that's too light for Heron's hull form, so that extra weight of ballast, water ballast or cruising supplies should be added. One could just crank up the plank thickness, of course, but with PVC-Acrylic Alloy at \$3/pound it's an expensive way to add weight. Some of Howard Chapelle's sharpie designs show ballast boxes; a sensible feature. A good source of cheap ballast is used tire balance weights.

Heron's rig will be old stuff to those who have looked at my designs; tapered unstayed aluminum masts with luff sleeved Bermuda spritsails. The sprit booms are 1-1/2" diameter fir sticks weighing 2-1/2 pounds; the masts with sails weigh 17 pounds each. The luff sleeves have small bites taken out

of them where the boom tackle snaps to the mast. The line from the three-part tackle drops to a turning eye and camcleat, so the boom tension (and thus the sail camber) can be adjusted from anywhere in the boat.

There are three steps for the two masts, so the rig can be either a cat schooner or cat. A sail can be roller reefed by removing the boom, rotating the mast about five turns and tying off to the downhaul cleat to prevent unfurling. The sheet is taken around a thumb cleat to give the correct lead loose footed, like a jib. Note that this type of a reef will only work on a mast of nearly constant diameter; a tapered mast causes the tack end of the luff to roll up faster than the head and dramatically ruins the sail shape. Heron's "tapered" masts vary in wall thickness, not in outside diameter.

Roller reefing is easily done but is no match for the cat rigged boat in getting upwind in a blow.



For windward work, the lift/drag ratio of the sail plan must be as high as possible. Two sails are less efficient than one, and two little reefed sails are worse yet; the 1/d falls off a lot when a sail is reefed because the upper part of the mast is producing no lift and lots of drag. The only sail that isn't hurt by reefing is the sliding gunter, and it doesn't pull worth a damn to begin with. Re-stepping lightweight masts at sea is really not very difficult, as long as one avoids the "shortcut" of trying to do it without furling the sail first. All the operations are those one is familiar with from setting up and the cat rigged boat will take you upwind when nothing else will.

The folding cabin was made by Aqua Marine in Sacramento. In the down position it tucks away behind the foredeck; it can just be seen in the sailing photo. It's simple to set up and can be used while sailing. A portable toilet can be kept under one of the hatches and used in privacy with the cabin raised.

The sails are by Hogin Sails and are two 72 square foot Navigator sails. After putting the Hogins through numerous hoops in developing Navigator's sails, I gave them a break with Heron. These sails gave plenty of power in the 6 knot winds of our Carquinez Straits sailing trials. The only quirk noted is that a lee helm can be produced by overtrimming the foresail. The boat tacks wonderfully, going from reach to reach just by putting the helm down. Handling under power is straightforward but she digs quite a hole when you pour on that eight horsepower.

My favorite innovation in this boat is the bottom drain. I think it puts me in the forefront of small boat drain development. It's 2" in diameter and just behind the stem so that when the trailer tongue is on the ground it's at the low point in the boat. There are no frames or other dirt catchers in the hull so that when you turn the hose into her all the dirt and sand and stuff the kids have picked up go slooshing out that hole. Clean up is my number one maintenance chore and anything that makes it easier gets my vote.

Report & Photos from Steve Wilce, P.O. Box 962, Winters, CA 95694, (916) 795-4816.



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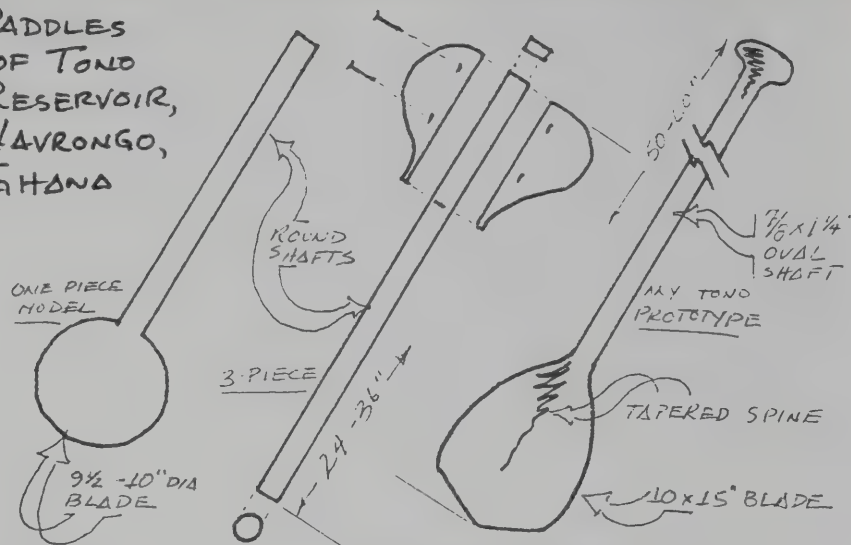
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Ghana Paddles & Other Things

Sometimes it's hard to believe that your masterpiece has been accepted by the waiting world. But, when my best canoe paddle was bought for 500.00 cedis, words couldn't do emotion justice.

In September '87, as a Peace Corps volunteer, I was walking through the narrow streets of Navrongo in the Upper East Region of Ghana, West Africa. With guidance from a local rice farmer and fisherman, I was heading for the large nihm tree near the center of town. Its bright green canopy was plainly visible from all directions; the market, chief's house, post office... In wonder and awe I studied my new home town, busy people everywhere, lots to see and do, lots of time.

Under the nihm tree I found Seidu Zakari Agwedicham working on a set of chairs he was making for a local drinking establishment. I wondered at their stout, sturdy construction and soon learned that a tough chair was a must for the lovers of the fermented and distilled palm tree sap, known affectionately as "show your teeth". Although Zak didn't drink alcoholic drinks, he knew what kind of chairs the drinkers needed; and although Zak didn't fish, he knew what kind of boats the fishermen wanted. He is a boatbuilder. In fact, he is the only boatbuilder for some hundred miles, the next one being his master living in the port town of Yapei on Lake Volta to the south.

The boats that Zak was building for the reservoir fishermen were of a basic pirogue type canoe design, usually around 23', averaging 31" beam with 12" sides, and missing ultralight status by about 400 pounds...dry. No frames or stations, jigs or paper plans, only memory and practiced skill. After being supplied by a fisherman/client with seven or eight 1"x12"x16' hardwood (odum) planks and six pounds of 3" common nails, Zak got

out his toolbox with its dull ripping handsaw, a borrowed #5 Stanley plane, a hammer, a broken machete (cutlass) and locally-made chisels. All these he arranged in his unique workshop, one very large nihm tree with workbench beneath.

For months I learned about these local boats and paddles and the way they were made. My friend and teacher, Zak (a Moslem of the Kassena-Nankani tribe), spent many a patient hour answering my queries. I was continually fascinated by his meager selection of tools and the wonderful work he could do with them. Although he was taught the art of boatbuilding by a "master" who could crank out a boat in four days, Zak honed his skills, built better boats, AND cut the building process time to two days (three if I helped!).

The paddles that he made especially caught my interest. They were directly related to the size of the canoe being built, because the paddles were always made from the scrap lumber. Each canoe was built as big as possible given the amount of lumber the fisherman had provided, so the resulting scraps were usually small and odd-shaped. Hence, seldom did I see a one-piece paddle instead of two or three-piece ones. The three-piece paddles had blade pieces toenailed in place, and stayed well that way until the common nail rusted through in a year or two. The one-piecers were curiously tiny things, like oversized lollypops. But, irregardless of size or construction, they were used hard and kept with pride, carried home each night after setting the gill nets, and each morning after long nights of casting nets by lantern light along the shallows.

Investigating the fishing techniques, fishing crafts and the history of our reservoir, "Tono", was intriguing. About eighteen years ago the Tono River, flowing south from Ghana's neighbor, Burkina Fa-

so (then called Upper Volta) met the one-mile long dam built by the British firm of Taylor-Woodrow for the government of Ghana. Over the next few years, the water level rose to depths of 40 feet with an area of over 4,500 acres by the end of each rainy season. The now flooded land was once farmland, and now those farmers are fishermen. In the lowlands below Tono Reservoir is a maze of over 15 miles of irrigation canals, laterals, switchbacks and holding ponds. Year-round fishing above and year-round farming below is what the Tono River of old now offers.

A recent study of the fish harvests showed the reservoir was being severely under-fished and a malady called "stunting" was becoming apparent. More and safer boats and thus more fishermen, was our focus, but I confess, paddles are my passion.

I thought that a few minor changes in design could benefit this paddling community, i.e., larger blade surface area meant fewer strokes (although possibly expending equal energies to move the canoe); longer shafts meant better leverage and longer strokes; a grip meant being able to steer and power in the same stroke (with little or no side switching); and one-piece construction meant a longer life expectancy (not relying on fasteners).

And so I began; a 1-1/2"x12"x8' plank of seasoned odum (a super hard heavy wood), a cross-cut handsaw, homemade scrub plane, hammer, chisel and my favorite spokeshave that I brought with me from home. The paddle almost designed itself, given the waters it would call home, not straying too far from its indigenous cousins, and concerning the years of use ahead. Making the prototype took a day plus, over half the time it takes Zak to construct a 23' canoe.

At that time, Zak was selling his paddles for the equivalent of

two bucks for a three-piecer and three dollars for a one-piece model. Now, I thought with all the consideration that I had put into design and the care I took in shaping the oval shaft and contoured grip, that I could entice a better price (oh, the blindness of the artist!). Zak assured me I would have trouble getting any more for a paddle than he gets. We tried, and though the fishermen and fisherboys were awe-struck by the super-smooth wood and graceful lines, none would even consider this new, untested paddle at "any" price. I did get offers that if it was too much of a burden that I could be gladly relieved of the thing, free of charge.

For the next two months, my fishing buddy and fellow volunteer, Ray Huml, and I were the only ones to use the paddles I was making. Then we decided to lend them out on a trial basis, "get them using 'em and they'll fall in love with 'em."

A couple of weeks after our loaning started, Zak told me he had sold the first one. I was elated. "How much?" I asked.

"500.00 cedis," he replied.

Now I wasn't elated. My Tono paddle had just sold for a whopping \$2.50. Though I had a hard time appreciating that fact then, I soon learned to cherish it. By looking at the larger picture of living, learning and loving Ghana, I saw that everyone and everything found its niche.

As I look back on those paddles I made at Tono, I see they are my best. Free of inlays, monograms, artwork or fancy grains, they were made to be used, used hard, and appreciated for the work they do. I like that. A masterpiece at any other price is...well, not mine.

If two years in Ghana taught me anything, it's that "change doesn't solo." All facets of life are so interwoven that sometimes survival, tradition, and change become indistinguishable. So, as a foreigner living within such a new and different culture than my own, I had a lot of learning to do before I opened my mouth, let alone wielded my spokeshave in the name of change.

Andy LeBlanc, Indian Lake, NY.

Right from the top: The pattern, a blank, and prototypes #1 and #2. One of Zak's boats ready for a 3-4 day soaking to swell up. Testing the new boat and paddle on the Tono Reservoir.



Editor
"Gloucester Daily Times"
Gloucester, Massachusetts
October, 1984

Jist want to set the record straight on them there boat pictures you run on September 24th and 29th. That half a boat stickin' out between two buildin's down at the old "Habab" in Rockport ain't a dory. Sonny, it's a skiff, or at worst, a bateau.

It is as wide and square in the stern as a sports writer. All that rows ain't dories. And, if that ain't bad enough, in the very bosom of the schooner world, your gaff-headed caption writer hauls about and calls the "Great Republic" a schooner right out there on page A-5 on the 24th, where any impressionable tourist might see it, and go home thinkin' a sloop is a schooner, jist like you guys do.

Bye-the-bye, I'm still laughin' fit to split about that article last year about that boat "founder- ing around the harbor". Still tryin' to figure out if that means she is up or down or jist goin' sidewise!

Now, I can understand the troubles you fellers get into hirin' them reporter people from way out west in Springfield or Debukey. Can't really expect much better from soybean sailors, but a caption writer ought to be able to tell a sea going vessel from his Aunt Emma a'fore he is turned loose on waterfront pictures. Just keep up the good work, lads, all the funnies ain't on the last page.

John M. Krenn, Rockport, Massachusetts.

Editor
"Gloucester Daily Times"
Gloucester, Massachusetts
January, 1985

Dagburn it, you done it again! That new caption writer you fetched from De-bukey is still callin' everything that floats and ain't got an engine a dory, like that picture on page 7 on January 5th. Now, we brought this here kind of dumbness to your attention back around Columbus Day, but since you have chose to use the e-nor-mous power of the "G.D. Times" to spread ignorance throughout the entire country, we got to organize.

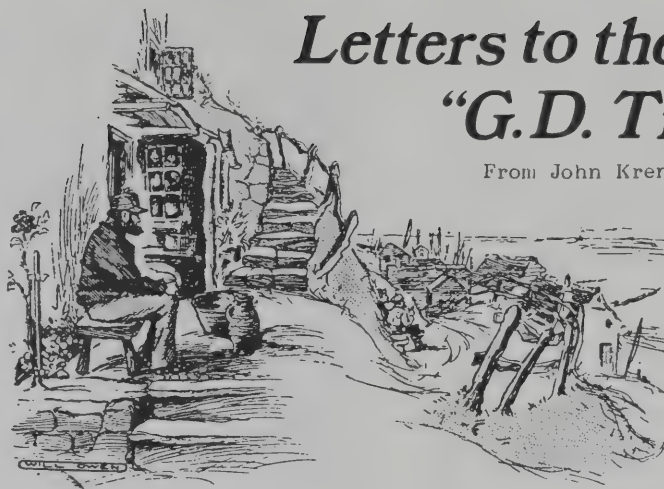
We are forming a Society To Prevent Every Damn Thing That Floats Bein' Called a Dory" (S.T.P.E.D.T.T.F.B.C.A.D. for short).

Before we go makin' any dire threats to contact the sister societies for Skiffs, Wherries, Johnboats, Bateaus, Peapods, Garveys, Punts, Shells, Dinghies, Prams, Guideboats, Sneakboxes, Whaleboats, Gigs, Umiaks, and all manner of rowin' boats that ain't dories, to gang up on the "G.D. Times", we figure to give you another chance.

Maybe you should sentence

Letters to the "G.D. Times"

From John Krenn



your caption writer (when he ain't out deliverin' papers) to try to write more than one line at a time and do a feature article on dories, what they is, and what they ain't.

T'ain't all that hard to tell a dory. It's shape is absolutely u-neek, just like a football, couldn't be nothin' else. Let's shape up fellers. Can't spend all my drinkin' time editin' your pictures.

John M. Krenn, Founder & President, S.T.P.E.D.T.T.F.B.C.A.D., World Headquarters, Rockport, Massachusetts.

Editor
"G.D. Times"
Gloucester, Massachusetts
June, 1986

Dory boat race! DORY BOAT RACE!! What in the name of Saint Tholepin is a dory boat race? I've heard of seine boat races and mebbe even lobster boat races and could be even gravy boat races, but there ain't no such damn thing as a "dory boat", much less a dory boat race. I've warned you before about lettin' them sports writers from De-bukey loose on the waterfront with their caption writin' pencils at ready, jist waitin' for some innocent boat to come along and be maligned by callin' it somethin' like they would in I-o-way.

Can't really figure what you guys got against dories 'ceptin' they was here first and they are kinda homely and slab sided and kinda tippy unloaded and can't seem to, make up their minds whether to be double-ended or not and they're kinda hard to draw right, but other than that, they gotta be doin' somethin' right for the last hundred years or so.

Anyhow, after last year's em-barassin' nautical nuttiness, I was sure you would keep them caption guys uptown on the streets where they are gettin' pretty handy at eye-identifying children and dogs

from horses and trucks. 'Spect any day now to read about a child baby or a man human or a woman lady.

Last year the "Society To Prevent Every Damn Thing That Floats From Bein' Called a Dory" was real het up at the "G.D. Times", but this year we're just sad that things that are so much the history of Gloucester are treated to such ignorance. Rudyard must be spinnin' in his grave.

John M. Krenn, Founder & President, "S.T.P.E.D.T.T.F.B.C.A.D.", World Headquarters, Rockport, Massachusetts.

Editor
"G.D. Times"
Gloucester, Massachusetts
July, 1986

I just can't believe you guys could get so silly again so soon after the Society tweaked your gudgeons about that there "dory boat" foolishness a couple of weeks ago, but there it is on page 6 of the June 27th "Cape Ann Summer Sun", "Dinghy Boats Tied Up in Gloucester Waters". Now, maybe you was jist makin' subtle puns to fool the tourists, 'cause that thing in the picture does kinda de-fy classification.

If you meant that it is kinda "din-gee", I can't quarrel with that, it shore is a din-gy lookin' craft, but if you think that great big thing wearing auto tires for eyes is a ding-ee (which is what I think you think) you have aroused the ire of dinghy owners world wide, and there is a whole lot more dinghy owners than there is dory owners. Anticipatin' the scorn and de-rision we see comin' your way again, we are usin' this incident to take the dinghy people under our pennant and rename our group the "Society To Prevent Every Damn thing That Floats Bein' Called a Dory Or Dinghy.

The Society's hirin' a nine year old girl from the yacht club

to edit your waterfront news, but we sure wish you could be a little more careful, 'cause there is still a lot of small boats around that you ain't insulted yet and the name of our Society is already gettin' a mite unwieldy.

John M. Krenn, Founder & President, S.T.P.E.D.T.T.F.B.C.A. D.O.D., World Headquarters, Rockport, Massachusetts.

Editor
"G.D. Times"
Gloucester, Massachusetts
August, 1986

No, the "Society To Prevent Every Damn Thing That Floats From Bein' Called A Dory Or Dinghy" ain't gonna take up the cause of them canoe people jist 'cause you people are so dumb as to put, "Row, row, row" on a picture of a canoe on the front page of the July 31st "G.D. Times". Anyone but the "Times" knows that you damn well don't row no canoe even if it is in salt waters where it don't belong. Don't want to get mixed up with them folks that paddle things 'cause it ain't a manly way to move

a vessel unless there ain't no room to do nothin' else, like in creeks and such, and then an old pole is likely to do jist as good.

To get down to the real business of the Society, the nine year old girl from the yacht club we hired to edit your marine news has told us that her six year old sister says that you done it again and called a skiff a dinghy in the picture on page A-3 of the same paper in which you got canoes rowin'. Since the Society has committed, in our previous letter, to protectin' the good names of dinghies, we will try one more exhaustin' time to save you from what would be real embarassin' to any other paper, even if it was published in Fee-nix or Death Valley.

A dinghy is usually an 8 to 10 foot round bottomed (got that? Round bottomed!) rowing boat used as a yacht tender (that means you row out to your yacht in it). On the other hand, a skiff, unless it has some other de-scriptive name with it like "Sea Skiff" or "Bank Skiff" or "Beach Skiff" or "Whitehall Skiff", is a flat bottomed, straight sided, hard chined (that's

chine, not chin, you lubbers) with a pointed bow (that's the front end, and you say it like bow-wow) and a square stern (yeah, that's the back). Sometimes they make a-lu-minum skiffs with round bottoms, but they shouldn't, and that's enough said about them.

Ain't nobody at the "G.D. Times" that knows anything about boatin' things. That young fella who used to write things for the "Times" and sails up a storm over there to Sandy Bay might be able to write picture captions for you if you made him a proper offer, see'n as he ain't got much to do anymore. Somebody has gotta come and help you real soon. I'm even gettin' suspicious of your obituaries. Could you show jist one of the Society's letters to them folks that do picture captions before they have to go back to junior college this fall?

John M. Krenn, Founder & President, S.T.P.E.D.T.T.F.B.C.A. D.O.D., World Headquarters, Rockport, Massachusetts.

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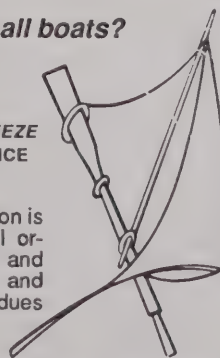
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VOYAGE OF THE PAPER CANOE:

A GEOGRAPHICAL JOURNEY OF 2500 MILES, FROM
QUEBEC TO THE GULF OF MEXICO,

DURING THE YEARS 1874-5.

BY

NATHANIEL H. BISHOP,

CHAPTER XI.

FROM CAPE FEAR TO CHARLESTON, SOUTH
CAROLINA.

ARRIVAL AT CHARLESTON.

Seba Gillings, a powerfully built negro, came to the dike up on which I had landed the canoe. I quickly told him my story, and how I had been forced to leave the last negro quarters. I used Jacob Gilieu's name as authority for seeking shelter with him from the damps of the half-submerged lands. The dignified black man bade me "fear nuffing, stay here all de night, long's you please; treat you like white man. I'se mity poor, but gib you de berry best I hab." He locked my boat in a rickety old storehouse, and gave me to understand "dat niggers will steal de berry breff from a man's mouff."

He took me to his home, and soon showed me how he managed "de niggers." His wife sat silently by the fire. He ordered her to "pound de rice;" and she threw a quantity of unhulled rice into a wooden mortar three feet high planted in the ground in front of the shanty. Then, with an enormous pestle, the black woman pounded the grains until the hulls were removed, when, seating herself upon the floor of the dark, smoky cabin, she winnowed the rice with her breath, while her long, slim fingers caught and removed all the specks of dirt from the mass. It was cooked as the Chinese cook it—not to a glutinous mass, as we of the north prepare it—but each grain was dry and entire. Then eggs and bacon were prepared; not by the woman, but by the son, a lad of fourteen years.

All these movements were superintended by old Seba, who sat looking as dark and as solemn and as learned as an associate judge on the bench of a New Jersey county court. On the blackest of tables, minus a cloth, the well-cooked food was placed for the stranger. As soon as my meal was finished, every member of the family made a dash for the fragments, and the board was cleared in a wonderfully short space of time.

Then we gathered round the great, black-mouthed fireplace, and while the bright coals of live-oak spread a streak of light through the darkness, black men and black women stole into the room until everything from floor to ceiling, from door to chimney-place, seemed to be growing blacker and blacker, and I felt as black as my surroundings. The scant clothing of the men only half covered their shiny, ebony skins. The whole company preserved a dignified silence, which was occasionally broken by deep sighs coming from the women in reply to a half-whispered "All de way from de norf in a *paper* canno—bless de Lord! bless de Lord!"

This dull monotony was broken by the entrance of a young negro who, having made a passage in a sloop to Charleston through Bull's Bay, was looked upon as a great traveller, and to him were referred disputes upon nautical matters. He had not yet seen the boat, but he proceeded to tell the negroes present all about it. He first bowed to me with a "How'dy, how'dy, cap'n," and then struck an attitude in the middle of the floor. Upon this natural orator Seba Gillings' dignity had no effect—was he not a travelled man?

His exordium was: "How fur you cum, sar?" I replied, about fourteen hundred miles. "Fourteen hundred miles!" he roared; "düz you knows how much dat is, honnies? it's jes *one thousand* four hundred miles." All the women groaned out, "Bless de Lord! bless de Lord!" and clapped their shrivelled hands in ecstasy.

The little black tried to run his fingers through his short, woolly hair as he continued: "What is dis yere world a-coming to? Now, yous ere folks, did ye's eber hear de likes o' dis—a *paper* boat?" To which the crones replied, clapping their hands, "Bless de Lord! bless de Lord! Only the Yankee-mens up norf can make de *paper* boats. Bless de Lord!"

"And what," continued the orator, "and what

will the Yankee-mens do next? Dey duz ebery ting. Can dey bring a man back agen? Can dey bring a man back to bref?" "No! no!" howled the women; "only de Lord can bring a man back agen—no Yankee-mens can do dat. Bless de Lord! bless de Lord!" "And what sent dis Yankee-man *one thousand* four hundred miles in his *paper* boat?" "De Lord! de Lord! bless de Lord!" shouted the now highly excited women, violently striking the palms of their hands together.

"And why," went on this categorical negro, "did de *Lord* send him down souf in de *paper* boat?" "Kase he couldn't hab cum in de *paper* boat ef de Lord hadn't a-sent him. O, bless de Lord! bless de Lord!" "And what duz he call his paper boat?" "Maria Theresa," I replied. "Maria Truss Her," cried the orator. "He calls her Maria Truss Her. Berry good, berry good name; kase he truss his life in her ebry day, and dat's why he calls his little boat Truss Her. Yes, de Yankee-mans makes de gunboats and de paper boats. Has de gemmin from de norf any bacca for dis yere chile?"

As the women had become very piously inclined, and were in just the state of nervous excitement to commence "de shoutings," old Uncle Seba rudely informed them that "de Yankee-mans wants sleep," and cleared the room of the crowd, to my great relief, for the state of the atmosphere was beyond description. Seba had a closet where he kept onions, muskrat skins, and other pieces of personal property. He now set his wife to sweeping it out, and I spread my clean blankets with a sigh upon the black floor, knowing I should carry away in the morning more than I had brought into Seba's dwelling.

I will not now expatiate upon the small annoyances of travel; but to the canoeist who may follow the southern watercourses traversed by the paper canoe, I would quietly say, "Keep away from cabins of all kinds, and you will by so doing travel with a light heart and even temper."

When I cast up my account with old Seba the next morning, he said that by trading the rice he raised he could obtain "bout ebbry ting he wanted, 'cept rum." Rum was his medicine. So long as he kept a little stowed away, he admitted he was often sick. Having been desti-

tute of cash, and consequently of rum for some time, he acknowledged his state of health remarkable; and he was a model of strength and manly development. All the other negroes were dwarfish-looking specimens, while their hair was so very short that it gave them the appearance of being bald.

When the canoe was taken out of the storehouse to be put into the canal, these half-naked, ebony-skinned creatures swarmed about it like bees. Not a trace of white blood could be detected in them. Each tried to put a finger upon the boat. They seemed to regard it as a Fetich; and, I believe, had it been placed upon an end they would have bowed down and paid their African devotions to it. Only the oldest ones could speak English well enough to be understood. The youths chattered in African tongue, and wore talismans about their necks. They were, to say the least, verging on barbarism. The experience gathered among the blacks of other lands impressed me with the well-founded belief, that in more than one place in the south would the African Fetich be set up and worshipped before long, unless the church bestirs herself to look well to her *home* missions.

In all my travels, outside of the cities, in the south it has not been my good fortune to find an educated white man preaching to negroes, yet everywhere the poor blacks gather in the log-cabin, or rudely constructed church, to listen to ignorant preachers of their own color. The blind leading the blind.

A few men of negro extraction, with white blood in their veins, not any more negro than white man, consequently *not* negroes in the true sense of the word, are sent from the negro colleges of the south to lecture northern congregations upon the needs of *their* race; and these one-quarter, or perhaps three-quarters, white men are, with their intelligence, and sometimes brilliant oratory, held up as true types of the negro race by northerners; while there is, in fact, as much difference between the pure-blooded negro of the rice-field and this false representative of "his needs," as can well be imagined.

An Irishman, just from the old country, listened one evening to the fascinating eloquence of a mulatto freedman. The good Irishman had never seen a pure-blooded black man. The ora-

tor said, "I am only half a black man. My mother was a slave, my father a white planter." "Be jabbers," shouted the excited Irishman, who was charmed with the lecturer, "if you are only half a nigger, what must a *whole one* be like!"

The blacks were kind and civil, as they usually are when fairly treated. They stood upon the dike and shouted unintelligible farewells as I descended the canal to Alligator Creek. This thoroughfare soon carried me on its salt-water current to the sea; for I missed a narrow entrance to the marshes, called the Eye of the Needle (a steamboat thoroughfare), and found myself upon the calm sea, which pulsated in long swells. To the south was the low island of Cape Roman, which, like a protecting arm, guarded the quiet bay behind it. The marshes extended from the main almost to the cape, while upon the edge of the rushy meadows, upon an island just inside of the cape, rose the tower of Roman Light.

This was the first time my tiny shell had floated upon the ocean. I coasted the sandy beach of the muddy lowlands, towards the lighthouse, until I found a creek debouching from the marsh, which I entered, and from one watercourse to another, without a chart, found my way at dusk into Bull's Bay. The sea was rolling in and breaking upon the shore, which I was forced to hug closely, as the old disturbers of my peace, the porpoises, were visible, fishing in numbers. To escape the dangerous raccoon oyster reefs of the shoal water the canoe was forced into a deeper channel, when the lively porpoises chased the boat and drove me back again on to the sharp-lipped shells. It was fast growing dark, and no place of refuge nearer than the upland, a long distance across the soft marsh, which was even now wet with the sea.

The rough water of the sound, the oyster reefs which threatened to pierce my boat, and a coast which would be submerged by the next flood-tide, all seemed to conspire against me. Suddenly my anxiety was relieved, and gratitude filled my heart, as the tall masts of a schooner rose out of the marshes not far from the upland, telling me that a friendly creek was near at hand. Its wide mouth soon opened invitingly before me, and I rowed towards the beautiful craft anchored in its current, the trim rig of which

plainly said — the property of the United States. An officer stood on the quarterdeck watching my approach through his glass; and, as I was passing the vessel, a sailor remarked to his mates, "That is the paper canoe. I was in Norfolk, last December, when it reached the Elizabeth River."

The officer kindly hailed me, and offered me the hospitality of the Coast-Survey schooner "Caswell." In the cosiest of cabins, Mr. W. H. Dennis, with his co-laborers Messrs. Ogden and Bond, with their interesting conversation soon made me forget the discomforts of the last three days spent in the muddy flats among the lowland negroes. From poor, kind Seba Gillings' black cabin-floor, to the neat state-room, with its snowy sheets and clean towels, where fresh, pure water could be used without stint, was indeed a transition. The party expected to complete their work as far as Charleston harbor before the season closed.

The Sunday spent on the "Caswell" greatly refreshed me. On Saturday evening Mr. Dennis traced upon a sheet of paper my route through the interior coast watercourses to Charleston harbor; and I left the pretty schooner on Monday, fully posted for my voyage. The tide commenced flooding at eleven A. M., and the flats soon afforded me water for their passage in the vicinity of the shore. Heavy forests covered the uplands, where a few houses were visible. Bull's Island, with pines and a few cabbage palms, was on my left as I reached the entrance of the southern thoroughfare at the end of the bay. Here, in the intricacies of creeks and passages through the islands, and made careless by the possession of Mr. Dennis' chart, I several times blundered into the wrong course; and got no further that afternoon than Price's Inlet, though I rowed more than twenty miles. Some eight miles of the distance rowed was lost by ascending and descending creeks by mistake.

After a weary day's work shelter was found in a house close by the sea, on the shores of Price's Inlet; where, in company with a young fisherman, who was in the employ of Mr. Magwood, of Charleston, I slept upon the floor in my blankets. Charles Hucks, the fisherman, asserted that three albino deer were killed on Caper's Island the previous winter. Two were shot by a negro, while he killed the third. Messrs.

Magwood, Terry, and Noland, of Charleston, one summer penned beside the water one thousand old terrapin, to hold them over for the winter season. These "diamond-backs" would consume five bushels of shrimps in one hour when fed. A tide of unusual height washed out the terrapins from their "crawl," and with them disappeared all anticipated results of the experiment.

The next day, Caper's Island and Inlet, Dewees' Inlet, Long Island, and Breach Inlet were successively passed, on strong tidal currents. Sullivan's Island is separated from Long Island by Breach Inlet. While following the creeks in the marshes back of Sullivan's Island, the compact mass of buildings of Moultrieville, at its western end, at the entrance of Charleston harbor, rose imposingly to view.

The gloomy mantle of darkness was settling over the harbor as the paper canoe stole quietly into its historic waters. Before me lay the quiet bay, with old Fort Sumter rising from the watery plain like a spectral giant, as though to remind one that this had been the scene of mighty struggles. The tranquil waters softly rippled a response to the touch of my oars; all was peace and quiet here, where, only a few short years before, the thunder of cannon woke a thousand echoes, and the waves were stained with the life-blood of America,—where war, with her iron throat, poured out destruction, and God's creatures, men, made after his own image, destroyed each other ruthlessly, having never, in all that civilization had done for them, discovered any other way of settling their difficulties than by this wholesale murder.

The actors in this scene were scattered now; they had returned to the farm, the workshop, the desk, and the pulpit. The old flag again floated upon the ramparts of Sumter, and a government was trying to reconstruct itself, so that the Great Republic should become more thoroughly a government of the people, founded upon equal rights to all men.

A sharp, scraping sound under my boat roused me from my revery, for I had leaned upon my oars while the tide had carried me slowly but surely upon the oyster-reefs, from which I escaped with some slight damage to my paper shell. Newspaper reading had impressed upon me a belief that the citizens of the city which played so important a part in the late civil war

might not treat kindly a Massachusetts man. I therefore decided to go up to the city upon the ferry-boat for the large mail which awaited my arrival at the Charleston post-office, after receiving which I intended to return to Mount Pleasant, and cross the bay to the entrance of the southern watercourses, leaving the city as quietly as I entered it.

My curiosity was, however, aroused to see how, under the new reconstruction rule, things were conducted in the once proud city of Charleston. As I stood at the window of the post-office delivery, and inquired through the narrow window for my letters, a heavy shadow seemed to fall upon me as the head of a negro appeared. The black post-office official's features underwent a sudden change as I pronounced my name, and, while a warm glow of affection lighted up his dark face, he thrust his whole arm through the window, and grasped my hand with a vigorous shake in the most friendly manner, as though upon his shoulders rested the good name of the people.

"*Welcome to Charleston, Mr. B——, welcome to our beautiful city,*" he exclaimed. So *this* was Charleston under reconstruction.

After handing me my mail, the postmaster graciously remarked, "Our rule is to close the office at five o'clock P. M., but if you are belated any day, tap at the door, and I will attend you."

This was my first welcome to Charleston; but before I could return to my quarters at Mount Pleasant, members of the Chamber of Commerce, the Carolina Club, and others, pressed upon me kind attentions and hospitalities, while Mr. James L. Frazer, of the South Carolina Regatta Association, sent for the Maria Theresa, and placed it in charge of the wharfinger of the Southern Wharf, where many ladies and gentlemen visited it.

When I left the old city, a few days later, I blushed to think how I had doubted these people, whose reputation for hospitality to strangers had been world-wide for more than half a century.

While here I was the guest of Rev. G. R. Brackett, the well-loved pastor of one of Charleston's churches. It was with feelings of regret I turned my tiny craft towards untried waters, leaving behind me the beautiful city of Charleston, and the friends who had so kindly cared for the lonely canoeist.

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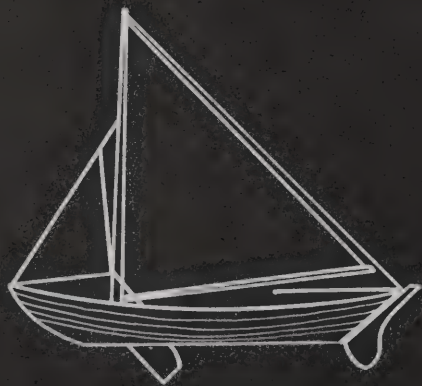
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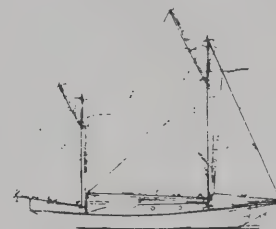
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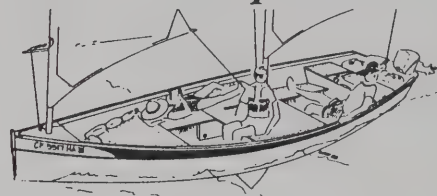
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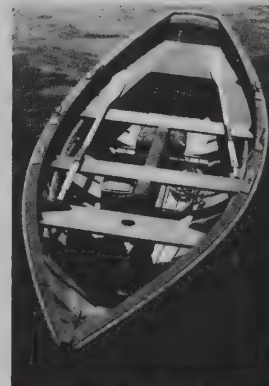
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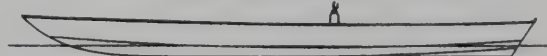


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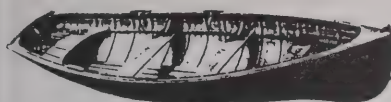


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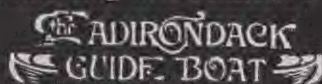
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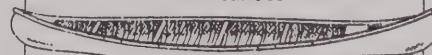


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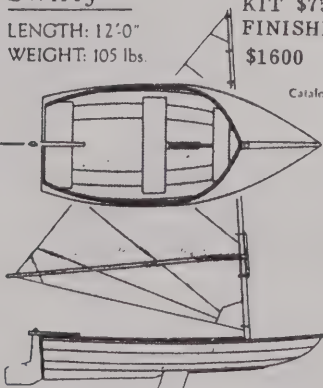
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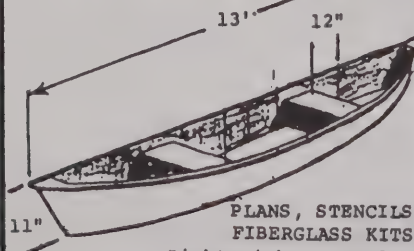
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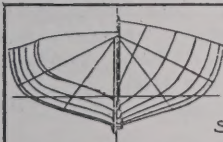
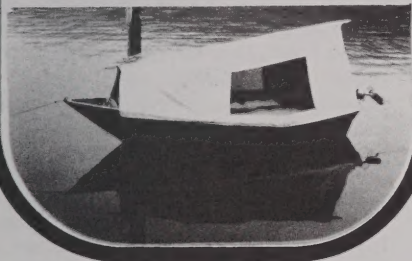
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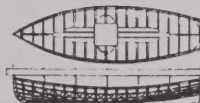
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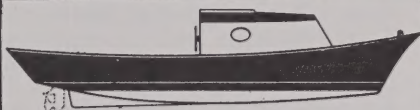
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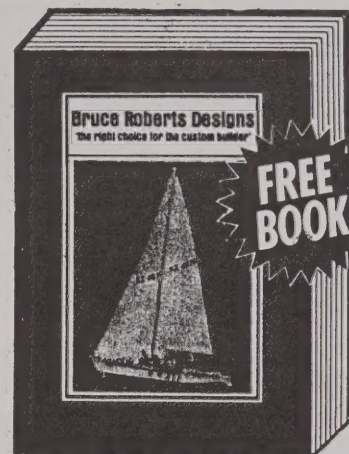
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